South Coast Rail Corridor Plan
Five-Year Update of Community Priority Areas
Fairhaven
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# 2013 Fairhaven Community Priority Area List

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Town of Fairhaven Community Priority Areas, 2013

- Priority Development Areas (PDAs)
- Priority Protection Areas (PPAs)
- Combined PDA/PPA

- Interstates
- Arterials and Collectors
- Local Roads

MBTA Proposed Stations
MBTA Proposed Rail Lines

Water

This map is for the sole purpose of aiding regional planning decisions and is not warranted for any other use. June 2013
INTRODUCTION

This report presents the updated Priority Development Areas (PDAs) and Priority Protection Areas (PPAs) in the town of Fairhaven. This community-driven land use planning exercise first took place in 2008, when three Regional Planning Agencies, SRPEDD, MAPC, and OCPC, worked alongside local residents, business owners, officials, and organizations to designate the areas that were most important for development or preservation in each community. All thirty-one (31) South Coast Rail (SCR) Corridor communities participated in this project in 2008 and again in 2013.

In 2013, the three Regional Planning Agencies (RPAs) revisited these 31 communities to review and update the 2008 designations. Updates took into account new data that became available over the last five years as well as new municipal priorities. The “Five-Year Update” process was an opportunity to confirm choices made during the 2008 process, to revise previous designations, and to make new choices that acknowledged new conditions. During this review process, the SRPEDD website provided current information to the public, including a calendar of SCR Five-Year Update meetings and a resource library of relevant information sheets and maps.

What are Priority Development Areas (PDAs)?

Priority Development Areas (PDAs) are areas that are appropriate for increased development or redevelopment due to several factors including good transportation access, available infrastructure (primarily water and sewer), an absence of environmental constraints, and local support. PDAs can range in size from a single parcel to many acres. Potential development ranges from small-scale infill to large commercial, industrial, residential, or mixed-use projects. Town and village centers, Chapter 40R Districts, industrial parks, and proposed commuter rail station sites are typical examples of PDAs.

What are Priority Protection Areas (PPAs)?

Priority Protection Areas (PPAs) are areas that are important to protect due to the presence of significant natural or cultural resources, including endangered species habitats, areas critical to water supply, historic resources, scenic vistas, and farms. Like PDAs, the PPAs can vary greatly in size. Sites may be candidates for protection through acquisition or conservation restrictions.
What are Combined Priority Development and Priority Protection Areas (Combined Areas)?

In Combined Priority Development and Priority Protection Areas, communities welcome development; however, the development is expected to be sensitive to its site and the surrounding area. This may include development that complements the older structures within a historic district or low impact development that protects nearby water resources or biodiversity.

What do PDAs and PPAs do for my city or town?

A community’s Priority Area designations can guide municipal decisions about zoning revisions, infrastructure investments, and conservation efforts. For example, some communities choose to incorporate these designations into their Master Plan. Also, municipalities are implementing these designations using technical assistance available through State funding programs such as the South Coast Rail Technical Assistance and District Local Technical Assistance (DLTA).

In addition, the Community Priority Areas serve as the foundation for developing Regional and State Priority Area designations. Lastly, through Executive Order 525 (see below), the Patrick Administration asked certain state agencies to consider priority areas when making funding commitments.

Regional and State Priority Areas

Once the Community Priority Areas are complete, SRPEDD will examine each through a regional screening process to revise the Regional Priority Development and Priority Protection Area map. Regional public workshops will then be held to solicit public input.

The Community and Regional Priority Area maps and reports describing Community and Regional Priority Area revisions will be forwarded to the state for use in the revision of the State Priority Areas.

Executive Order 525 (E.O. 525)

In fall 2010, Gov. Patrick issued Executive Order 525 (E.O. 525) providing for the implementation of the South Coast Rail Corridor Plan and Corridor Map (Corridor Plan) through state agency actions and investments. The Executive Order calls for state investments to be consistent with the Corridor Plan’s recommendations to the maximum extent feasible. These state actions have the potential to leverage local and private investments in the priority areas. The Executive Order also directs state agencies to conduct a retrospective analysis to determine how consistent their actions and investments in the region have been with the Corridor Plan goals.
PRIORITY AREA REVIEW PROCESS

SRPEDD staff worked with cities and towns to review their Priority Areas identified in 2008. Amendments to Priority Areas included delineating more precise boundaries using Geographic Information Systems (GIS) data. RPAs used interactive GIS maps to present over forty layers or information including, but not limited to, ortho photography, parcel lines, zoning districts, state program areas (such as Growth District Initiative and Chapter 40R sites), and designated resource areas (such as high-yield aquifers, Zone II aquifers, BioMap 2 Core Habitats, and rivers and streams with their associated wetlands). Communities also worked to clarify the stated purpose for each Priority Area.

The process included a series of three meetings:

#1: Introductory meeting: A Regional Planning Agency staff member visited with Boards of Selectmen and Mayors to reintroduce the land use planning process that took place in 2008 and the reasons for conducting the Five-Year Update of Priority Area designations.

#2: Preliminary Meeting: SRPEDD staff facilitated a 2-3 hour working session with municipal staff and/or board and committee/commission members to review each priority area. Staff incorporated interactive GIS maps depicting various data layers (see Appendix) to inform discussions and decision-making. This preliminary process of updating the 2008 Priority Area designations had the following general guiding principles in mind:

- Incorporating changes in municipal priorities, needs, and desires
- Understanding updated state policies such as Executive Order 525
- Refining priority area boundaries to be exact and “rational” (coterminous with other map layers such as roadways, zoning boundaries, designated resource areas, etc.)
- Making clear and strategic statements about the stated purpose for and desired character of priority areas

For the few SRPEDD communities without town staff, SRPEDD did this preliminary review at a public meeting in the community; then, using the criteria outlined by meeting participants, SRPEDD made the remaining changes and returned revised maps and a narrative description of the revisions to the municipality for their review prior to the workshop with the general public. SRPEDD staff used the input from the preliminary meetings to generate a “before” and “after” map to present to the public for their feedback and input.

#3: Public Meeting Review: Each community held a public meeting, at which time RPAs and local meeting participants reviewed each community’s priority areas and identified desired changes. Some communities incorporated this into a Board of Selectmen meeting, others
during a Planning Board meeting, and some communities held a public meeting held specifically for this purpose.

**TOWN OF FAIRHAVEN RESULTS**

On December 27, 2012, SRPEDD staff met with the Board of Selectmen (BOS) to re-introduce the Priority Area planning exercise. The BOS designated the Town Planner, William D. Roth, Jr., as the contact person for this work. The preliminary municipal meeting was held on February 20, 2013 at SRPEDD’s offices. Participants reviewed the purpose and the boundaries of each 2008 Priority Area. In discussions, they clarified the purpose of each and adjusted the respective boundaries to coincide with the stated purpose.

The town of Fairhaven held a public meeting to seek input from town residents on the revisions recommended by the municipal representatives on May 20, 2013 at Town Hall. No revisions were requested for the priority areas. The consensus of the meeting attendees was that the 2013 Priority Area map depicts the boundaries of areas deemed to be priorities for development and for preservation. The result of this work is the 2013 Fairhaven Community Identified Priority Area Map, which can be found on page 2 of this document.

**PRIORITY AREA ADJUSTMENTS**

As stated above, the 2013 Priority Areas (PAs) are based upon the PA designations identified in 2008. Many of these PAs still represent municipal growth priorities today. In most cases, revisions made to the PAs simply transition them from the “general designations” of the 2008 process to more “exact designations” (both in terms of their boundaries and their stated purposes) using current Geographic Information Systems data and updated local input. In some cases, communities added new PAs or removed previous designations because (1) municipal priorities changed over time, (2) the purposes for designations were achieved or new ones arose, or (3) designations were incorporated into other PAs identified for the same purpose. The text below lists the updated 2013 PAs, identifies their stated purposes, describes their boundaries, and details changes from the 2008 Priority Areas.

**PRIORITY DEVELOPMENT AREAS**

**Alden Road Redevelopment [94-01]**

*Purpose*: Redevelopment opportunities associated with existing businesses, the landfill, and underutilized sites.
Boundaries: Boundaries correspond to selected parcels within the Industrial Zoning District.

Changes from 2008: Community representatives altered boundaries to more clearly follow parcel lines and zoning districts.

Atlas Tack Redevelopment Site [94-02]

Purpose: To redevelop a former industrial site.

Boundaries: Boundaries were drawn to correspond to parcel of the former site and to remove the wetlands from the area as drawn in 2008.

Changes from 2008: Community representatives altered boundaries to more clearly follow parcel lines.

Central Waterfront Mixed-use Area [94-03]

Purpose: To maintain and encourage mixed-use areas associated with waterfront industry.

Boundaries: Boundaries correspond to selected parcels adjacent to the working waterfront.

Changes from 2008: In 2008, this PA was part of the Waterfront Redevelopment PDA. Community representatives renamed this area in order to more clearly describe its purpose and location. Community representatives also altered its boundaries to more clearly follow parcel lines.

Howland Road Industrial Area [94-04]

Purpose: Industrial and commercial redevelopment.

Boundaries: Boundaries correspond to parcels within the Industrial Zoning District and contain two Economic Opportunity Areas (EOAs).

Changes from 2008: Community representatives altered boundaries to more clearly follow parcel lines and zoning districts.

Marine Industrial District and Working Waterfront [94-05]

Purpose: To maintain and encourage waterfront industry.

Boundaries: Boundaries correspond to waterfront parcels within the Industrial Zoning District.

Changes from 2008: In 2008, this PA was part of the Waterfront Redevelopment PDA. Community representatives renamed this area in order to more clearly describe its purpose
and location. Community representatives also altered its boundaries to more clearly follow parcel lines and zoning districts.

**Mill Bridge Office Park [94-06]**

*Purpose:* Office Park, medical, and research and development expansion and infill opportunities.

*Boundaries:* Boundaries correspond to selected parcels within the Industrial, Business, Single Residence, and Rural Residence Zoning Districts. The designation contains an EOA and OpenCape Broadband infrastructure.

*Changes from 2008:* In 2008, this PA was called the Former AT&T Redevelopment Site. The community renamed this PA in order to more clearly describe its purpose and location. Community representatives also altered its boundaries to more clearly follow parcel lines.

**North Waterfront Mixed-use Area [94-07]**

*Purpose:* To encourage a mixed-use node adjacent to job opportunities.

*Boundaries:* Boundaries correspond to selected parcels, the majority of which are within the Mixed-Use Zoning District and adjacent Industrial Zoning District.

*Changes from 2008:* In 2008, this PA was called the Riverfront Mixed-Use Area. The community renamed this PA in order to more clearly describe its purpose and location. Community representatives also altered its boundaries to more clearly follow parcel lines and zoning districts.

**Route 6 and Route 240 Business Area [94-08]**

*Purpose:* Commercial development associated with this major intersection.

*Boundaries:* Boundaries correspond to selected parcels within the Industrial, Business, and Single Residence Zoning Districts.

*Changes from 2008:* In 2008, this PA was called the Kmart Plaza Alden Rd. South Area 1 and Area 2. The community renamed this PA in order to more clearly describe its purpose and location. Community representatives also altered its boundaries to more clearly follow parcel lines and zoning districts.


**Route 6 Corridor [94-09]**

*Purpose:* To maintain the corridor as a business and commercial area.

*Boundaries:* Boundaries correspond to parcels within the Business District as well as selected, small areas representing possible business expansion.

*Changes from 2008:* In 2008, this PA was called the Rte. 6 Commercial Redevelopment. The community renamed this PA in order to more clearly describe its coverage. Community representatives also altered its boundaries to more clearly follow parcel lines and zoning districts.

**Sconticut Neck Limited Commercial [94-10]**

*Purpose:* Limited, neighborhood-scale commercial opportunities to serve the surrounding area.

*Boundaries:* Boundaries include parcels within the existing Business District as well as selected expansion parcels within the Single Residence District.

*Changes from 2008:* This priority area is new in 2013.

**Priority Protection Areas**

**Doan Street Protection Area [94-11]**

*Purpose:* To maintain passive recreation and education opportunities.

*Boundaries:* Boundaries include selected parcels.

*Changes from 2008:* In 2008, this PA was called the NSTAR Property Protection Area. The community renamed this PA in order to more clearly describe its purpose and location. Community representatives also altered its boundaries to more clearly follow parcel lines and zoning districts.

**New Boston Road Farmland [94-12]**

*Purpose:* To protect active agriculture and farmland.

*Boundaries:* Boundaries consist of selected parcels.

*Changes from 2008:* Community representatives altered boundaries to more clearly follow parcel lines.
North Fairhaven Conservation Area [94-13]

*Purpose:* To preserve open space.

*Boundaries:* Boundaries consist of selected parcels.

*Changes from 2008:* In 2008, this PA was called the North Fairhaven Parkland. The community renamed this PA in order to more clearly describe its purpose. Community representatives also altered its boundaries to more clearly follow parcel lines.

Shaw Road Farms [94-14]

*Purpose:* Protection of active agriculture and farmland; preservation of marine resources, floodplain buffers, and open space connectivity.

*Boundaries:* Boundaries include chosen parcels associated with habitat information, excluding concentrated areas of development and the area which is now covered by a Conservation Restriction (CR) owned by the Buzzard’s Bay Coalition.

*Changes from 2008:* Community representatives altered boundaries to more clearly follow parcel lines.

COMBINED PRIORITY AREAS

Mariners’ Fields [94-15]

*Purpose:* To maintain the current active recreation use and to encourage development associated with active recreation.

*Boundaries:* Boundaries correspond to selected parcels within the Business, Rural Residence, and Single Residence Zoning Districts.

*Changes from 2008:* This priority area is new in 2013.

DELETED PRIORITY AREAS

East Fairhaven Protection Area PPA: Community representatives chose to remove this PA as the town was able to purchase this area, thereby achieving its goal of preserving it for open space and conservation.
## SOUTH COAST RAIL CORRIDOR LAND USE AND ECONOMIC DEVELOPMENT PLAN
### FIVE-YEAR COMMUNITY PRIORITY AREA UPDATE COMMUNITY MEETINGS 06/30/2013

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*South Coast Rail Community Priority Areas*
This map is for the sole purpose of aiding regional planning decisions and is not warranted for any other use.

February 2013
Map 2: Open Space & Developed Land

- Developed Land
- Open Space (Protected In Perpetuity)
- Open Space (Limited Protection)
- Open Space (Term-Limited or Unknown)
- Open Space (No Protection)
- Active Agriculture
- Water
- Municipal Boundaries
- Interstates
- Arterials and Collectors
- Local Roads
- MBTA Proposed Stations
- MBTA Proposed Rail Lines

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February 2013
South Coast Rail
Priority Area
5-Year Update

Subregion 8: New Bedford, Fairhaven, Acushnet

Map 4: Water Resources

- DEP Approved Zone II Aquifers
- High-Yield Aquifers
- Medium-Yield Aquifers
- Interim Wellhead Protection Areas (IWPAs)
- DEP Outstanding Resource Waters - Public Water Supply Watershed
- DEP Wetland Bodies
- DF&G Coldwater Streams/Fisheries
- DF&G Coldwater Fishery Pond
- Water
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South Coast Rail
Priority Area
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Subregion 8: New Bedford, Fairhaven, Acushnet

Map 5: Biodiversity & Natural Resources

- NHESP Certified Vernal Pool
- All Areas Prime Farmland (NRCS SSURGO-Certified Soils)
- NHESP Priority Habitats
- BioMap2 Core Habitat
- BioMap2 Critical Natural Landscapes
- Water
- Municipal Boundaries
- Interstates
  - Arterials and Collectors
  - Local Roads
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Percent of a community’s total housing units that are affordable to households with incomes ≤ 80% the area median income (AMI). Note: 35% of all housing units in the South Coast Rail region are affordable to these households.

EOEEA 2010 EJ Block Group (Minority)
EOEEA 2010 EJ Block Group (Income)
EOEEA 2010 EJ Block Group (Minority and Income)
EOEEA 2010 EJ Block Group (Minority, Income, and English Isolation)
GATRA Fixed Bus Routes
Municipal Boundaries
Interstates
Arterials and Collectors
Local Roads
MBTA Commuter Rail Stations
MBTA Commuter Rail Lines
MBTA Proposed Stations
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